

FORD TIMES

APRIL 1979



Spring Car Buyer's Digest Inside

Great Ideas for the American Road by Ford.

FUEL ECONOMY

Some of the ways Ford is working to improve gas mileage is by researching engine design, using high-strength steel and weight-saving materials like on the all-new LTD, which has better EPA estimated MPG (16)* than last year. And the tough little pickup Courier has the best EPA estimated MPG (27)* of any of the three top-selling import pickups.

LOW SCHEDULED MAINTENANCE

As part of a continuing program to lower the cost of ownership, scheduled maintenance requirements on most new Fords have been reduced dramatically since 1976.

SPACE EFFICIENCY

One of the most important elements of any car or truck Ford makes is passenger and driver comfort. So Ford engineers are constantly working on better ways to get more overall passenger and luggage space. Like our '79 LTD, remarkably sized for today, with more passenger space than any LTD ever. (Based on EPA Volume Index.)

NEW OPTIONS

Our cars offer a selection of over 140 options including the new Graphic Display Module in the Mustang which tells when brake lights, gas, washer fluid and running lights need attention. The new steering column mounted Fingertip Speed Control has accelerate, coast, and resume features and is available on LTD, Fairmont, Futura and Mustang.

*For comparison to other cars. Your mileage may differ, depending on speed, weather and trip length. California MPG is lower.

**See the spring Car Buyer's Digest for all the details
on Ford's exciting '79 lineup of cars (pages 19-49).**

Brought to you through the courtesy
of your local Ford dealer, whose
name appears on the back cover.

FORD TIMES

The Ford Owner's Magazine

April 1979, Vol. 72, No. 4

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Cover: Ford's small cars are leading the way for spring sales with a wide choice of luxury options to complement their fuel efficiency. For more details about the full line of Ford cars, see the Spring Car Buyer's Digest beginning on page 19. Photo by Nicholas J. Hornbacher.



But this is only the outer rim of the real Traverse City, which is not a typical tourist town, and is well worth a closer look.

It's a busy town with its own identity, the economic center of a large part of northwestern Michigan. Industry is here, along with a concentration of shopping, banking and professional services. (There are more doctors per capita than anywhere else in the state, except Ann Arbor.) "If the tourist business vanished tomorrow," a resident said, "we would still be here. I'm not that sure about Petoskey and Charlevoix."

There are problems and pressures rising from the unprecedented building and population boom in the five-county Grand Traverse area. Cherry orchards turn into suburban tracts; condominiums and resort developments are being built, and more are on the drawing board. A master plan for Traverse City's development has

been debated, with the usual conflicts in interests and points of view, and the final outcome is anybody's guess. A concerned resident, who lives in the house where he was born, feels that change is inevitable. "But it's possible to control the changes, so they won't be so destructive. We want to maintain our old neighborhoods and small-town atmosphere and preserve the delicate balance between the natural environment and recreational use. It's important. And it won't be easy."

Wayne Hill offers best view

The natural environment is beautiful. Traverse City's setting can best be seen from the top of Wayne Hill, where there's a view of the valley (once a glacial flood plain), the town and both arms of the bay, divided by Old Mission Peninsula.

This was Indian country when the first European explorers, two companions of Pere Marquette, crossed Grand Traverse Bay in 1675; the Ottawas had a large camp at what is now Elk Rapids. Missionaries followed, and scouts and fur traders; all men who moved on.

Traverse City began in 1847, when Horace Boardman set up a sawmill and began stripping the valley of its white and red pine and shipping the lumber to Chicago. In 1850, Perry Hannah and Albert Lay started a mercantile company in the center of town. German and Bohemian settlers arrived to farm the land. Early attempts to establish vineyards failed — but the cherry orchards flourished.



By 1860, tourists were coming to town. "We (the *Grand Traverse Herald*) receive many letters from different parts of the country asking how people can get to Grand Traverse Country. To all such we reply: Those living south and east will take a propeller (motor driven boat) . . . at Detroit and come directly to Northport . . . The fare is \$5. Those coming from the west will take passage on one of Hannah, Lay and Company's vessels at Chicago . . . There is no land route to this place except an Indian trail on which the mail is brought once a week. A route for a State Road through the wilderness . . . has been surveyed this season and the time is not far distant when we shall have a good thoroughfare . . ."

Perry Hannah's house, now a funeral home, is at 305 Sixth Street, a lovely old section of town; Hannah Park is across the street, bordering the Boardman River. The house is huge, a mixture of Queen Anne and French Chateau, with touches of oh-my-gosh Victorian Gothic; one of the best preserved 19th century houses in Michigan, and on the *National Register of Historic Places*. (A persistent story that the house was built of brick, then covered with wood more appropriate for a lumber baron's dwelling, is not true. It's all wood.)

There are other fine Victorian houses; look for the Henry Hull house on the northeast corner of Washington and Wellington. Traverse City was first laid out by Hannah and Lay and, in the old sections, the streets are

shaded by great maple trees imported from Chicago and planted by Hannah, along with the native white and red pines which have grown back. Some of the garages are converted stables, with haylofts still intact. There's still a feeling here of the frontier lumber town that used to be.

Traverse City wisely uses many of its old buildings. Until this spring, the police department was housed in a stone building labeled LADIES LIBRARY. On Front Street, the 1890 Masonic Hall and the old City Opera House are occupied by shops, and the Traverse City State Bank building is the very picture of red brick Victorian respectability. The downtown shopping area is enlivened by little squares with flowers and shrubs, a fountain, flags flying in the fresh breeze from the bay. On a nice day, it's a delightful place for strolling.

Shopping can be a pleasure

Shopping can be a chore at home but it's a pleasure on vacation. Browsing along Front Street, we bought some locally made cherry wine at Jack's, jars of cherry preserves and some Pipigwa pottery at Milliken's Department Store, stopped for a snack at the Sawmill, and were tempted by a bolt of beautiful blue, green and white material in an abstract design suggesting waves breaking on the beach, in the window of Stewart Zacks Fabrics. There are three well-stocked book stores: Horizon and Thompson's, on Front Street, and Arnold's, on South Union, which



has a tempting selection of old books and is a good refuge on rainy mornings. (This may be the place to mention, too, that the Northwestern Michigan College library has an interesting Eskimo art collection, with some objects for sale.)

Nearby, on South Union, Dill's Olde Towne Saloon is a popular local hangout. And Sleder's Family Tavern, on Randolph, is an institution. A wonderfully cozy and convivial place, it has good chili, hamburgers, steak sandwiches and potato salad ("seasonal," the menu notes), motherly waitresses, and decor that hasn't changed much since the place opened in 1882. Subsequent owners have added a few layers of elk antlers and wall calendars, but that's about all.

Logan's Landing, at the southern

end of town, is an attractive new shopping center with speciality shops and boutiques, and a restaurant named Under the Willow Tree because it is. Shops line both sides of the Boardman River; it's quite a sight when a flock of mute swans glide haughtily by.

Traverse City's first Park Place Hotel, a rambling wood structure with a curlicued veranda, is gone now, and the present Park Place Motor Inn, with its 10-story tower, is the tallest building in town. Its Top of the Park restaurant is an excellent place to have dinner while watching the sunset over the bay and indulging in philosophical thoughts. ("Imagine that there were sunsets like this only one place in the world. What would we pay to see them? Ever think of that?" Etc.) The view from most of

the tower rooms is just as dazzling — 904 is known at the desk as Bob Hope's room — and the atmosphere is friendly and pleasant. People say hello to each other in the elevators, instead of staring fixedly at the floor numbers. And the Cherry County Playhouse, adjacent to the hotel, offers professional theatre-in-the-round performances during the summer months.

You can't forget the famous Cherry Festival. (Cherries are to Traverse City what beans are to Boston.) This is a week of cheerful madness early in July, celebrating the cherry harvest with floats, parades, band contests, beauty contests, cherry pie eating contests and more, much more.

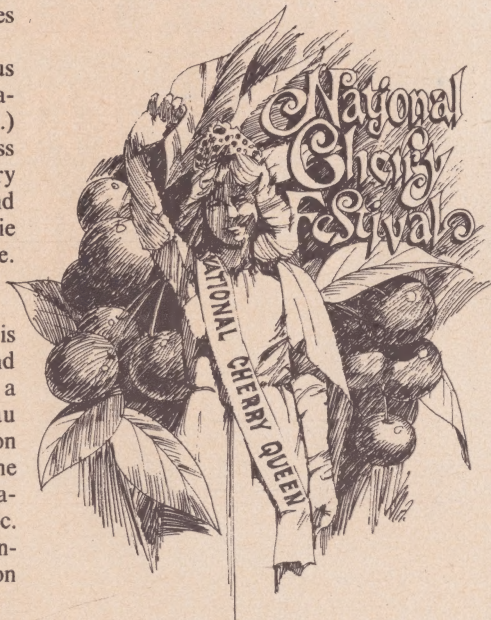
The bay area is wine country

The Grand Traverse Bay area is Michigan's newest wine country, and visitors can enjoy wine tasting, and a tour of the vineyards, at Chateau Grand Traverse on the Old Mission Peninsula. Be patriotic and try the cherry wine, then move on to the Cabernet Sauvignon and DeChaunac. Then, if wine tasting makes you hungry, think of Bower's Harbor Inn, on Peninsula Drive, for dinner.

State Highway 37 goes north the length of the peninsula, a scenic drive ending at the 1870 Old Mission lighthouse, a favorite spot for picture taking. There are many attractive houses along the shore; visitors who like to daydream while picking out "their" house will find it hard to believe that, in 1862, a real estate agent offered to "give one lot free to each

person who will make actual settlement, or build thereon a . . . house valued at not less than \$100."

After one visit to Traverse City, it's easy to understand why so many people keep coming back and end up living here. "It's not just being able to swim and sail in the summer and ski



in the winter," someone said, who moved to Traverse City seven years ago. "It's living in a town where people know each other. The smell of the pines and the quietness of the woods. Having a house with a view of the bay. Seeing a flock of swans flying overhead. It makes a difference in your life." □

Here's to the Fern You Eat

by Lew Dietz

illustrations by Valfred Thelin



THE ABNAKIS of the Northeast taught the white man the delights of pumpkin, sweet corn and maple syrup. The Indians also told the Maine settlers about fiddlehead greens. It would appear that the white brothers have managed to keep this latter secret pretty much to themselves. Few outside Maine and the Canadian Maritimes have ever heard of an edible fern and even fewer have sat down to a mess of these delectable wild greens.

For the benefit of those benighted souls who never have known the pleasures of discovering, plucking and eating fiddleheads, it should be explained that they are young fern tips. These lettuce-green scrolls are sheathed with what might be taken for onion skin when they first push up from the dark rootstock in the spring. The scroll and two or three inches of the stalk is a fiddlehead green.

The term "fiddlehead" is used loosely to designate any one of the several edible fern tips which are found in the region. Fiddleheads aren't difficult to locate once you know when and where to look for them. Almost invariably, these wild greens are found along streams and river beds. They like plenty of moisture and some dappling of sunshine. They thrive best in spots where the stream overflows its banks in the spring runoffs. The most succulent scrolls push up through silt and debris left by the early spring flowage.

The ostrich fern is a member of the genus *Matteuccia*, named for Carlo

Matteucci, an Italian physicist of the last century. Four species of this genus are listed for the world but only one is indigenous to North America. And since *Matteuccia Struthiopteris* is truly common only in Northeastern USA and adjacent Canada it qualifies as a regional delicacy.

In northern and central Maine and the Canadian Maritimes, fiddleheads represent a spring bonanza and, in Maine at least, setting forth with a knife and a bucket to gather them is as much a part of the Yankee Rites of Spring as the casting off of longjohns. Fiddleheads grow in such profusion in the St. John River valley and along the Allagash that a cutter can pick a bushel without moving. The islands in the Upper Penobscot and Upper Kennebec rivers were favorite fiddlehead grounds for the Indians and time has made little dent in nature's largesse.

Then, as now, the fiddlehead was the first green of the year. It was quite a treat for the tribes after a long winter of bear fat, parched corn and jerky. Matter of fact, the Maine and Maritime Indians are still great fiddlehead pickers. In recent years, the Maleseets of New Brunswick organized a fiddlehead festival and revived the ancient custom of celebrating the vernal appearance of this wild delicacy. One commercial packer in Canada, employing Indians as pickers, has been freezing a few fiddleheads and supplying specialty stores such as Boston's S. S. Pierce. It is doubtful, though, if much more than a few hundred thousand pounds of

fiddleheads are processed commercially. Thus the likelihood is slim that fiddlehead picking will be anything more than a family affair for some time to come.

And like an old family recipe for grandma's mincemeat, the location of a good fiddlehead bed isn't passed around casually. Like those other wild food gourmets, the morel mushroom

seekers, fiddleheaders are inclined to let others find their own fiddlehead beds.

Along coastal Maine, fiddleheaders await the news that the alewives are running. The run of these anadromous fish from salt water to fresh generally parallels the fiddlehead season. Both annual events occur in early May and run into June.



The avid fiddleheader isn't likely to wait for the alewife run. Seldom can he resist running out on the first fine spring day to look the situation over.

Though he may learn that he's pushing the season, the rewards are worth the excursion. Clear streams are rushing, the wood anemone is showing itself in the woodland glades and the rich smell of damp earth fills winter-jaded lungs. A fiddlehead bed is one of nature's showplaces in the spring of the year.

As the fiddleheader may arrive too early, he can also get there too late. Once the tightly coiled fiddlehead begins to unfurl, its prime is passed for eating purposes. The fronds will blacken with the first frosts, but the young fiddleheads will be there another spring.

The Indians, understandably, didn't run into much human competition in their harvesting of these wild greens. From time to time the competition was there, however, and some pretty daunting competition at that. When the black bear emerges from his den in the spring, he's very likely to head for the nearest fiddlehead bed. The bear cleans himself out with greens and herbs after his winter fast before going on to more substantial diet. Fiddleheads are his favorite salad.

The true fiddlehead fancier will tell you that there is only one proper way to prepare these wild greens. First off, they must be washed several times to remove the tissue of sheath-



ing (unlike dandelion greens, fiddleheads don't require soaking). Then you pop them into slightly salted boiling water and cook until tender. Serve hot with butter and perhaps a dash of dill. If fiddleheads are to be used in a salad they need only to be blanched and chilled — and they can be the making of a fresh garden salad.

What do fiddleheads taste like? You can hear as many opinions as there are fiddlehead addicts. A cross between an artichoke and asparagus? Broccoli with a touch of mushroom? The true fiddlehead appreciator will smile and shrug. The question is irrelevant. To him, there is nothing else in the world that tastes like a fiddlehead green. □

How I Lost My Marbles

by William Childress

illustrations by Dennis Bellile

**Purgatory, Purgatory,
Who's gonna play?
Lose yer marbles
Th' easiest way!**

WHEN I WAS a kid such musical challenges — accompanied by the click of marbles in an old sock — were hard to resist. The challenge could come from the school champ (in which case you didn't play if you knew what was good for you) or the school bully (in which case you *did* play if you knew what was good for you).

Marbles, or "mibs," combined equal parts of ritual and religion, and that made them serious business. Nobody laughed when they shot marbles, but a few cried, especially first or second graders who gambled and lost their entire trove.

"Fudgies!" yells a short kid with a cornshuck forelock, angrily facing up to a bigger boy with dark hair. It's the signal for a small riot as others crowd







around the two.

"T'ain't neither!" the accused hollers back. "My taw was on the line and I was knuckled down!"

His sister, a freckled-faced tomboy in what was once a white pinafore, shoves her way in. "My brother don't hafta fudge t'beat the likes of you!"

"Oh, yeah?"

"Yeah! What's more, I can beat you at Purgatory!"

"I'd just like t'see you, smarty-pants!"

Too late the blond kid sees his peril: He has let a *girl* challenge him, and worse, he has picked up the gauntlet. If he loses he will become a pariah, ousted by his peers, hanging around until luck or kindness gets him back in.

Marbles is a venerable game. Clay marbles have been found in Egyptian tombs and in the graves of the Mound Builders, an ancient North American Indian tribe whose history dates back to the time of Christ.

Daniel DeFoe, author of *Robinson Crusoe*, was proud of his marbles-shooting expertise. "Marbles have

yielded me a mighty diversion," he wrote, "and I became so dextrous an artist at shooting that little alabaster globe from the end of my forefinger and the knuckle of my thumb, I seldom missed hitting plumb, even at a distance of two or three yards."

To this day, shooters gather at Tinsley Green for the marbles tournaments — the oldest continuous sporting event in England. Held on Good Friday in the courtyard of the Greyhound Inn, it pits eight teams of six men each against each other. First prize is a suckling pig, second a barrel of beer.

Rules often varied

In my schooldays, there were nearly as many games as players. It wasn't unusual to make up both games *and* rules on the spot. We knew the basics, of course — every kid did. Using a five-eighths-inch marble you shot in a 6-, 8-, or 10-foot ring. You played for "funsies" if you were a little kid and "keeps" if you were bigger.

Games abounded, such as "chase," "hit and span," "bunny in the hole" and many others that would take too long to explain. Certain restrictions were law, such as fudging (giving your taw or ace shooter a helping nudge).

Good dirt was vital, with a thick layer of dust in case "peaking" was allowed. This was a kind of tee produced by squeezing dirt in the crook of the little finger, atop which you set the target marble. Its companion was "blowing," about which more in a minute.

Arguments were solved in two ways — by fist fights or “Purgatory,” a game with as many variations as poker. Three holes were dug several feet apart. Players lagged for firsties, and the object was to shoot your marble into each hole, reaching No. 3 ahead of your opponent — who was privileged to knock your shooter to kingdom come and delay your march.

Decades ago, almost everyone played marbles. I recently asked my 75-year-old maiden aunt if she had played the game as a girl, and the light of combat entered her eyes: “You bet I did! I could beat the tar out’n any boy in school playin’ holy rollers!” Holy rollers turned out to be a variation of Purgatory in which the marbles are launched from a standing position and roll into holes — hence the name.

If you caught somebody cheating, you could yell “Dibs on the pot!” and maybe get it if you survived the flying feet and elbows of others wanting the miscreant’s marbles.

Worst of all were long runs of luck, and great hatreds were born of them. One 12-year-old bankrupted the entire third and fourth grades, strutting around for days with pockets bulging. Then his luck faded. He lost everything, including his enemies — who felt sorry for the kid as he sat hunched in the lunchroom, a forlorn example of the evils of gambling.

Marbles are mostly made of glass, now, but only a century ago skilled German craftsmen carved them from alabaster marble by hand, polishing

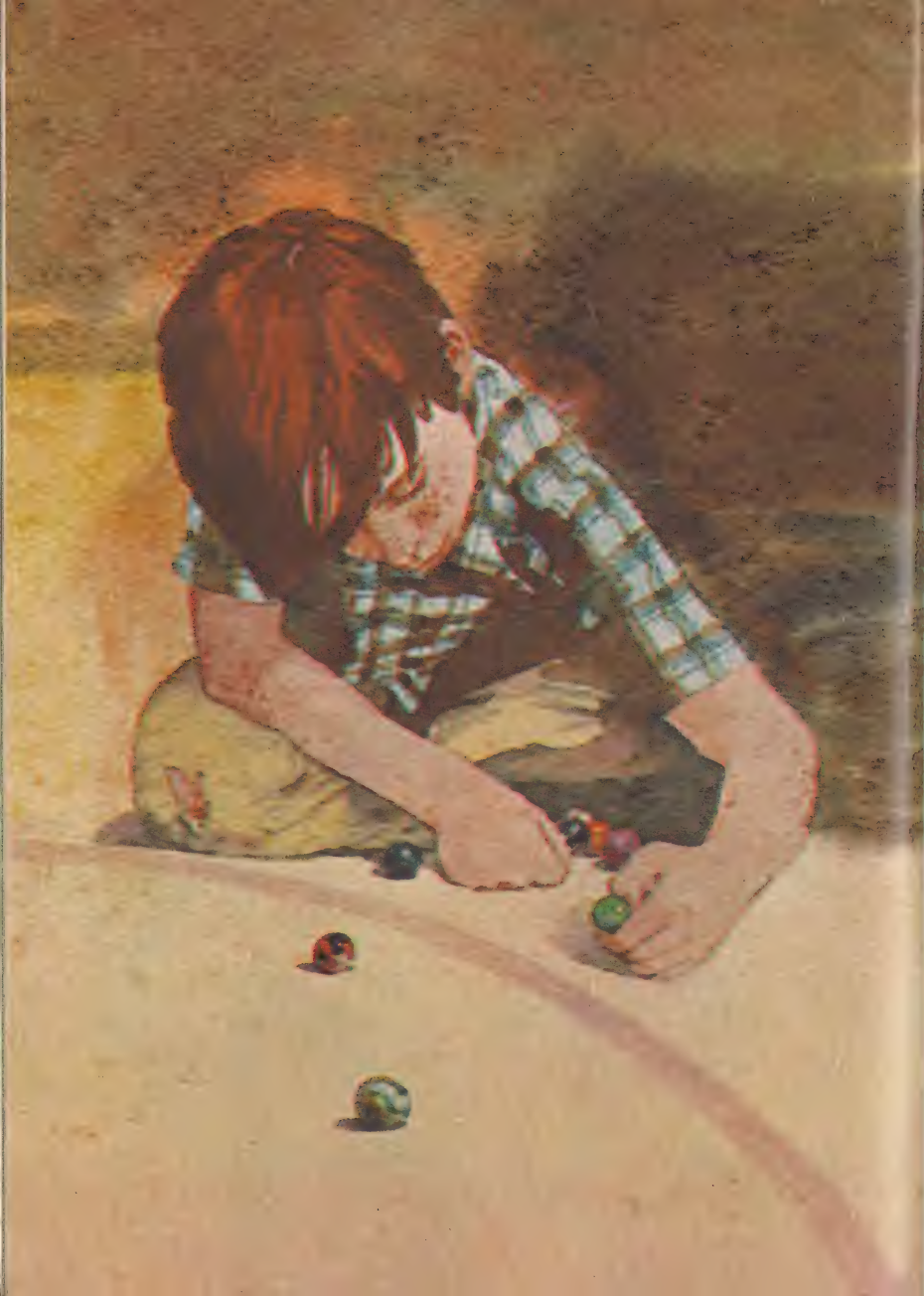
them in crude, simple drums. The tiny spheres have also been made of stone, clay, metal, pottery — even precious stones.

Designs are too numerous to list, but most of us kids knew about “ag-gies” (agates, priceless taws), sulphides (rare), spirals, Joseph swirls, and cats-eyes (sheer magic). Joseph swirls were large marbles of the type we called “jumbos” and the right one today will fetch \$35 from collectors.

The new kid was hustled

I once encountered a rich kid at my school in Bray, Oklahoma — rich because he didn’t wear patched overalls. “New kid!” the whispers went around. We hustled him into a game of “keeps” and soon took his treasury. He was a good sport. I mention the incident only because at one point he drew from a pocket two of the loveliest marbles I’d ever seen. Each enclosed a tiny, carved white animal. I positively had to have one, but the class bully, Buddy Fisher, was up





first. Naturally he fudged. Naturally we didn't do anything about it as he smirkingly pocketed the treasures. I know now that they were sulphides, today worth up to \$90 from collectors. The "Queen of marbles" is made of clear glass encasing a carving of sulphide salts, which have a higher melting point than glass and can be inserted during the molten stage.

The age of plastics has pretty much spelled doom for marbles playing. "Break 'em, throw 'em away, buy more," could be the credo of today's buyers. But 35 years ago, "Hey, wanna play mibs?" echoed from every school yard — and oh, the exercises in cunning that we learned. One such was blowing, tiny puffs of breath that reduced to hair-thinness the column of dirt you had earlier peaked. This had no value for shooting, but even so some kid was sure to yell, "Hey, no blowing!"

And nowhere did the school bully rule as he did at the round ring. He had all of us littler kids — his usual prey — buffaloed.

As the bona fide class runt I kept my mouth shut and my skinny frame out of reach. But alas, an exciting game can make a Samson out of a shrimp. One bright afternoon four of us third graders had drawn a ring in a corner we thought was isolated, but we reckoned without Buddy Fisher, who patrolled the ground like a tank. Rudely shoving into our circle as I knuckled down to shoot, he stepped on my hand.

Anger gave me strength as I leaped

up and swung a haymaker. To everybody's surprise it landed, and Buddy stumbled back with a glazed look in his eyes. Then I realized the awful truth of what I'd done. But it was too late to crawfish, so I socked him again, this time in the stomach. Buddy doubled up and lay groaning on the ground — and just like that I was a hero.

Clearies drew admirers

"Wow, a real cleary!"

That awed exclamation always drew an admiring circle. Worth little to collectors now, clearies held a special mystique for kids, especially the kelly green and ruby red ones. Beautiful to hold or behold they go back to the turn of the century, where they were the gems of the marbles ring.

More common were plain, brown clay marbles, which listed for 25 cents per thousand in catalogs, but clearies were *magic*. Clearies could be had by trading gum, candy, ice cream — or other marbles if you had plenty. It was an insult to offer money for one, and if you stole one you might die covered with warts.

Those days are gone now, perhaps never to return in their former glory. Even the National Marbles Tournament, sponsored last June by Big Blue Marble at Wildwood, New Jersey, seems to be rolling towards extinction. But I learned a valuable lesson from those games in the schoolyard dust: It doesn't matter how many times you lose your marbles, just as long as you keep trying to get them back. □

GLOVE COMPARTMENT

IN WHICH YOU CAN FIND A LITTLE BIT OF EVERYTHING BUT GLOVES

Adventurous Vacations — Patting a friendly gray whale in Baja California's San Ignacio Lagoon . . . trekking into the fabled land of Shangri-la . . . studying the Indian cultures of northeastern Arizona . . . all can be on your 1979 vacation agenda with Nature Expeditions International. Led by experts in anthropology, marine biology, natural history and other fields, these expeditions have been exploring the world since 1973. Write Nature Expeditions International, 599 College Avenue, Palo Alto, California 94306.

More Than 100 Campgrounds in Colorado — The 1979 *Colorado Campground Directory and Road Map* is offered free from the Colorado Campground Association, a nonprofit association made up of private campgrounds in the state. Send a self-addressed stamped envelope to Colorado Campground Association, 5101 Pennsylvania, Boulder, Colorado 80303.

U.S. Ups Amount of Duty-Free Purchases — Since November 2, 1978, U.S. citizens returning from foreign visits have been allowed to bring back \$300 worth of duty-free purchases if they have been outside the country for at least 48 hours (Mexico and the Virgin Islands excluded from this time limit) and have not claimed the personal exemption in the preceding 30 days. All the new regulations are spelled out in the free *Advisory for International Travelers* leaflet, U.S. Customs, P.O. Box 7118, Washington, D. C. 20044.

Care of the Wild Feathered & Furred — This book explains what to do when the children bring home an injured bird or orphaned baby squirrel. Widely used by members of the Audubon Society, Humane Society and wildlife treatment centers for emergency medical care of sick and injured wild creatures, it's yours for \$5.50 postpaid from Unity Press, Inc., 113 New Street, Santa Cruz, California 95060.

Black Madonna Shrine — Located west of St. Louis in the beautiful foothills of the Ozarks, the Black Madonna Shrine and Grotto is a galaxy of magnificent, multicolored rock grottos, all hand-built over 22 years by Brother Bronislaus Luscze, a Franciscan monk, as a tribute to the Black Madonna shrine in his native Poland. This unique religious shrine is made of barite stone, costume jewelry, seashells and glass fragments. Open April 1 to November 1, 8 a.m. to 8 p.m. Free admission, parking \$1. Eight miles south of Eureka, Missouri, on Highway F-F.



Spring Car Buyer's Digest

Ford LTD

A new American road car



LTD Landau Four-Door Sedan in Red Glow with Dark Red vinyl roof

THE 1979 FORD LTD is all-new from the tires up, and it shows.

Working closely together, Ford designers and engineers efficiently blended good ride and handling with the spaciousness of a family car.

This year's LTD has been designed with more passenger room inside to help give passengers comfort, even on the longest trips, with more head room, leg room and shoulder room — front seat and back — than in last year's LTD. Yet the new LTD is actually easier handling and easier parking than before.

New "A" arm coil-spring front suspension and four-bar coil-link rear suspension, new steering system configuration, an efficient new rear axle and new front-disc brakes all add a surprising amount of agility, including a turning diameter three feet shorter than last year.

LTD has an EPA-estimated 15 mpg and a highway estimate of 21 mpg with the standard 5.0-litre (302-CID) V-8 engine and SelectShift automatic transmission. (See * page 22.)

As always, this LTD is offered with a wide range of models and optional equipment choices.

The top-of-the-line LTD Landau two- and four-door models are distinguished by a chrome-plated grille and dual rectangular headlamps. (Standard LTDs have a different front-end appearance with single rectangular headlamps.) Bright moldings sparkle along the body, around the windows and wheel openings. Paint stripes accent the hood, bodysides and decklid. The standard vinyl roof (full on four-doors, rear half on two-doors) is

set off by rear pillar coach lamps, the decklid by a brush-finished accent panel.

Inside LTD Landau are a flight-bench seat with fold-down armrest, foam-cushioned knit fabric-covered seats, color-keyed deluxe belts, electric clock, remote control left-hand mirror, dual note horn, and more. Split-bench seats with dual recliners are optional. For even more elegance, there's the optional Interior Luxury Group with its individually adjustable split-bench front seats with dual recliners in velour cloth or ultra-soft vinyl trim, and a dozen more features.

All models continue to offer traditional high levels of standard equipment, including the 5.0-litre engine, Dura Spark solid-state ignition system, power steering, SelectShift automatic transmission, power front disc and rear drum brakes, and steel-belted radial-ply tires.

A number of options are new for 1979, including a special handling suspension system; premium sound system; AM/FM stereo search radio with quadrasonic tape radio; dashing Tu-Tone paint-and-tape treatment; electronic digital clock with time, date and elapsed time features; flight-bench seat with dual recliners; Exterior Accent Group; power antenna, and Citizen's Band radio.

LTD's option list continues to include such popular features as fingertip speed control with resume feature, tilt steering wheel, automatic temperature-control air conditioning, a variety of factory-installed audio equipment and heavy-duty trailer-towing package.

Starting with a "clean sheet of paper" enabled



LTD trunk with 23.4 cubic feet of space

Ford to design a car that retains the distinctive, sophisticated LTD look, yet is aerodynamically efficient.

The LTD's easy-to-reach instrumentation is positioned directly in front of the driver. Controls for the windshield wiper-and-washer, headlamp dimmer and horn are on levers mounted on the left-hand side of the steering column.

LTD's overall design emphasizes utility. For example, door openings are larger and doors are thinner than last year, making entry and exit easy. A special "tiltaway" door-hinge design allows the door to move

slightly upward and outward, providing more head room between door and roof — an especially nice feature for cramped parking lots.

Thanks in part to a new mini-spare tire, the deep-well trunk has 23.4 cubic feet of space — 0.7 cubic feet larger than the 1978 model. Full-frame construction minimizes noise, vibration and harshness from the passenger compartment. The car's heating and air-conditioning systems also are improved over last year. □

LTD Two-Door Sedan



-
- * Use the mileage estimates in this 1979 Spring Car Buyer's Digest to compare to the estimated mpg of other cars. Your mileage may differ, depending on your speed, weather and distance. Actual highway mileage will probably be less than the highway estimate.

Mustang

It's a whole new breed



Mustang Three-Door Ghia

THE ALL-NEW Mustang deserves the rave reviews it's been getting from auto enthusiast publications, from Ford dealers and their sales forces, and, most importantly, from the car-buying public.

Designed for both the auto buff and the everyday driver, the 1979 Mustang boasts responsive handling, more interior roominess than last year, lots of performance options and dynamite styling.

The years of effort by Ford engineers and designers also are evident in the aerodynamic lines which not only please the eye but also are important to Mustang's road performance; in the seal-on-body door weatherstripping protecting against wind noise and weather; in the slimmer, better-fitting integral door frame; in the improved body insulation and soundproofing.

Offered in two-and three-door body styles, Mustang has four engine choices, including a new turbocharged 2.3-litre powerplant, and a long list of options.

The powertrain lineup includes Ford's first production turbocharged engine in which engineers fitted a turbocharger to the base 2.3-litre four-cylinder engine, which boosts the horsepower from the standard 92 to over 130. You get the fuel economy of a four-cylinder engine (EPA-estimated 18 mpg) and the performance of the optional 5.0-litre (302-CID) V-8. The standard 2.3-litre engine with four-speed manual transmission has an EPA-estimated 27 mpg and a highway estimate of 31 mpg. (See * page 22.) There's also an optional 2.8-litre 2V six-cylinder powerplant.

Built on a 100.4-inch wheelbase, the four-passen-



Mustang Two-Door with Sport Option

ger Mustang is only four inches longer than its predecessor, but has 15 per cent more interior room in the two-door and more than 18 per cent more room in the three-door, as measured by the Environmental Protection Agency volume index. Back seat passengers gain the most, including five more inches of leg room. Thanks to the flat load floor, two-door models carry a full 10 cubic feet of trunk space and three-door models have a cargo volume of more than 32 cubic feet. Yet, because of more use of high-strength steel and other lightweight materials, this year's Mustang weighs up to 190 pounds less than last year's.

Rack-and-pinion steering, front disc brakes, front stabilizer bar, and new strut-type front and four-bar coil-link rear suspensions comprise the standard suspension system.

Two handling and suspension options are available for driving enthusiasts. The Handling Suspension uses different spring rates and shock valving, stiffer front-



Black liftgate louvers option

suspension bushings and upper-arm rear-suspension bushings, and a special rear stabilizer anti-roll bar.

The highest level of directional stability and steering control comes with Michelin TRX ultra-low-aspect ratio tires mounted on special forged-aluminum metric wheels. Unique shock-valving, increased spring rates and thicker front-and-rear stabilizer bars further enhance the handling characteristics of TRX-equipped Mustangs.

Every Mustang comes with full instrumentation, including a tachometer, trip odometer and gauges for fuel, temperature, oil pressure and alternator. Bucket seats, woodtone appliqués on instrument panel and

European-type, stalk-mounted controls for the horn, headlamp dimmer and wiper-washer also are standard.

Ford packs punch via its three-door Cobra optional package with the 2.3-litre turbocharged engine, Michelin TRX tires and accompanying special suspension system, 8000 rpm tachometer, black greenhouse trim and lower bodysides, optional hood graphics, and more.

With the Mustang Ghia two- and three-door models you enjoy low-back bucket seats with distinctive European-style headrests, convenience pockets in the color-keyed door panels, passenger-side visor vanity mirror, roof-mounted passenger grab handle and luxurious cut-pile carpeting. Ghias also have turbine-style wheel covers, radial-ply tires, pinstriping and extensive use of color-keyed components, including dual mirrors.

The standard two-door Mustang may be dressed up via the Sport Option which comes standard on the three-door model. An Interior Accent Group with low-back buckets trimmed in vinyl and other accoutrements also is available for both models.

Customers have many comfort and convenience extras from which to choose, including a number of firsts for Mustang — tilt steering wheel, power door locks, power trunk-lid release, rear window wiper-washer, speed-control and premium sound system.

Air conditioning, six different radios, console with an electronic digital clock and a graphic warning display module, flip-up open-air roof and four-way adjustable driver's seat are other 1979 options. □

Pinto

New Design for '79



Pinto Runabout with Tu-Tone treatment

COMPARE PINTO. With its new design, additional standard features, good fuel economy and value pricing, Pinto just may be the best small-car buy in America today.

Prospective buyers who want real value for their dollars should check out the Pinto lineup; the 1979 Pintos are priced hundreds of dollars less than the most popular imported subcompacts.

For 1979, Ford designers updated Pinto with new rectangular headlamps, hood, grille and fenders. New front and rear aluminum bumpers with black end sections and new horizontal taillamps add a European accent to sedans and three-door models.

Inside, Pinto has a new instrument panel cluster with large, rectangular pods housing the miles-and-kilometers speedometer, fuel gauge and international-type warning lamp symbols.

Like the 1977 and 1978 models, 1979 Pintos have redesigned fuel system features, including a longer filler pipe and a gas tank shield.

Pinto's powerteam lineup is thrifty on gas, versatile and enjoyable to drive. All Pintos come with the standard 2.3-litre 2V four-cylinder overhead cam engine which, when combined with the standard four-speed, fully-synchronized manual transmission, has an EPA-estimated 22 mpg and a highway estimate of 32 mpg. (See * page 22.)

The optional SelectShift transmission, which provides either fully automatic operation in the D (drive) position or manual control, also is available with the 2.3-litre engine.

For the truly economy-minded buyer, there are the Pinto Pony and new Pony Wagon. All Pintos, including Ponys, come equipped with full wheel covers, cut-pile carpeting, front bucket seats, split-cushion "bucket look" back seats and rack-and-pinion steering.

Pintos other than Pony have more standard features than last year, including electric rear window de-

Flip-up open-air roof





Pinto Runabout with Rallye Pack

froster, AM pushbutton radio (may be deleted for credit), steel-belted radial tires, tinted glass, Deluxe Bumper Group, front stabilizer bar and more.

In addition to Pinto's low pricing and excellent EPA mileage ratings, the car is economical in other ways: Recommended scheduled maintenance operations have been substantially reduced over the past six years. With the 1979 Pinto, recommended service intervals are 10,000 miles or 12 months between oil

changes and 30,000 miles between lube.

In addition to the Pony models, Pinto offers a choice of two-door sedans, three-door Runabouts and station wagons, with a host of options and optional packages to customize them to your specifications.

Pinto's newest option group is the Pinto Rallye Pack for two-door sedans, Runabouts and station wagons.

This optional head-turner jazzes up Pintos via charcoal grille and headlamp doors; black greenhouse moldings, lower bodyside and window frames; dual sport mirrors; front spoiler; white-painted styled steel wheels with trim rings; "Rallye" bodyside tape, and narrow tri-color border tape for black paint treatment. Plus, you get everything that comes in the Sports Package — sport steering wheel; instrumentation cluster with tachometer, ammeter and temperature gauges; upgraded suspension, and optional axle ratio with the 2.3-litre four-cylinder engine and four-speed manual transmission in Runabouts.

Pinto Runabouts with the Rallye package also get a rear spoiler with "Rallye" lettering tape and an all-glass third door with black hinges, while station wagons add a black luggage rack, inner and outer quarter-panel filler panels, porthole on quarter panels and quarter-filler panel carpets.

Other new options include an AM/FM stereo radio with a cassette-tape player, lacy spoke cast-aluminum wheels and heavy-duty battery.

No wonder more than two-and-a-half million Pintos have been sold since its introduction. □

Fairmont

Delivers on Design Objectives



Fairmont Four-Door Sedan in White with Chamois vinyl roof

MORE FAIRMONTs were sold than any other new-car nameplate ever last year because Fairmont delivers so well on its design objectives to be fuel-efficient, space-efficient and cost-efficient. No wonder more than 422,000 people purchased Fairmonts during its first model-year.

Fuel-efficient: Fairmont's 2.3-litre four-cylinder engine with standard four-speed manual floor shift has an EPA-estimated 22 mpg and a highway estimate of 31 mpg. (See * page 22.) This fuel-thrifty engine also may be teamed with the optional SelectShift transmission that lets you go fully automatic or shift manually.

Space-efficient: Fairmont's roomy interior has head, leg and shoulder room for five adults.

Cost-efficient: Compare Fairmont's sticker price with that of any other car in its class. (See your Ford dealer for Fairmont model and equipment prices.)

Handling features include coil-strut front suspension, four-bar coil-link rear suspension, front disc brakes and rack-and-pinion steering.

Fairmont's body sheet metal was formulated and refined through computer analysis and wind-tunnel testing. Its aerodynamic refinements are reflected in the clean front end, highlighted by a bright grille and modern rectangular headlamps, and uncluttered rear dominated by bold taillamps.

In 1979, Fairmont offers new functional features for two- and four-door sedans.

A new four-speed overdrive manual transmission replaces the three-speed manual as standard equipment

with the optional 3.3-litre (200-CID) 1V Six and 5.0-litre (302-CID) V-8 engines. Other revisions include the availability of the six-cylinder engine to station wagons with California emission-control equipment and the 2.3-litre engine with manual transmission to sedans in California.

This year's bigger variety of trim and color offerings is highlighted by the optional Tu-Tone paint treatment available in these good-looking color combinations: Light Chamois/Burnt Orange Glow, Polar White/Light

ES Option bucket seats



Chamois, Bright Red/Red Glow, optional Medium Blue Glow/Midnight Blue Metallic, Silver Metallic/Medium Grey Metallic and more.

New additions to Fairmont's option list are tilt steering wheel, speed control, remote-control decklid release, performance instrumentation (with five meters or gauges), flip-up open-air roof, styled steel wheels with trim rings and premium sound system for improved performance from any of Fairmont's four stereo radio choices. Other big-car options include power windows, power seats and power door locks.

Fairmont's many optional groups, including the Interior and Exterior Accent groups and Interior and Exterior Decor groups, allow buyers to tailor a vehicle to match their specific needs.

For luxury car elegance and comfort, there's the

Fairmont Two-Door Sedan with ES Option



Ghia with flight-bench front seat with fold-down center armrest, deluxe Shannon cloth trim, deluxe door trim, 18-ounce cut-pile carpeting, four-spoke deluxe steering wheel, day/night inside mirror, right-side visor vanity mirror, cigaret lighter, rear-seat ash trays, glove box lock, luggage compartment trim, and more.

Ghia's exterior includes black vinyl-insert bodyside and integral upper wheel lip moldings, body accent tape stripes, deluxe wheel covers, bright belt moldings and window frames, hood ornament, dual mirrors and "Ghia" badge on the decklid.

European-style handling and accents come via the ES Option which includes the Handling Suspension Package with rear stabilizer bar, larger front stabilizer bar, unique shock absorber valving and other fine tuning of the suspension system.

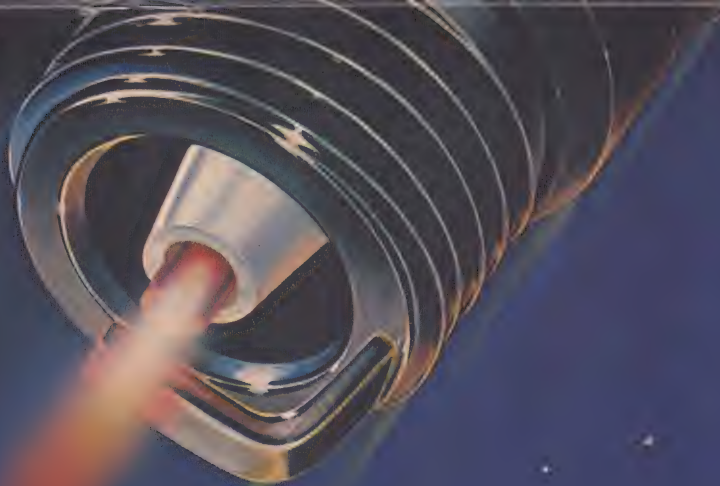
The ES Option's exterior features black cowl grille, window frames, quarter window ventilation louvers and lower back panel; style-mounted dual sport mirrors, and turbine wheel covers. On the inside, the same European-sport theme is carried out via black instrument panel, sport steering wheel and column.

During the 1979 Special Edition Sale going on now, Ford dealers across the country are offering \$222 off the sticker price on special value packages of Fairmont two- and four-door sedans equipped with the 2.3-litre engine only. With these packages, the sticker price is 50% less than if these items are ordered individually: vinyl roof, Exterior Decor Group, Interior Accent Group and Tu-Tone treatment. □

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Tested Tough

Futura

Two-door sporty car for NOW



Futura Ghia Luxury Group in Creme/Gold Tu-Tone treatment

IF YOU'RE LOOKING for a car with sporty flair, Fairmont Futura is for you.

Ford designers gave the two-door coupe a stunning design, complete with its unique front-end treatment with dual rectangular headlamps, wrapover roof pillar, wraparound taillamps, deluxe wheel covers, full wheel-lip moldings, special "Futura" nomenclature, hood ornament, lower bodyside bright vinyl moldings, and belt moldings and window frame trim of bright metal.

Interior standard features include pleated seat trim, luxury door trim panels with high-gloss woodtone appliques, deluxe steering wheel hub, high-gloss woodtone instrument panel appliqué, deluxe sound package, color-keyed seat belts and interior hood release.

Futura with the economical, enjoyable standard 2.3-litre four-cylinder engine and standard four-speed manual floor shift has an EPA-estimated 20 mpg and a highway estimate of 31 mpg. (See * page 22.)

The most luxurious Futura ever, the Ghia Luxury Group, debuts this spring, with a choice of three exterior color schemes: Red Glow, Medium Blue Glow or Creme/Gold Tu-Tone paint, each with matching color-keyed vinyl roof and turbine wheel covers.

There are luxury touches, inside, too: Flight bench front seat with fold-down center armrest, Venezia cloth seat inserts, four-spoke luxury steering wheel, 18-ounce cut-pile carpeting, day/night inside mirror, right-side visor vanity mirror, luggage compartment trim, glove box lock, color-keyed cloth headliner, cigaret-lighter and rear-seat ashtrays.

For extra amounts of sporty flair, try the Futura Sport Group with a dramatic wide roof pillar tape stripe, color-keyed turbine wheel covers, charcoal/argent grille insert and smooth hood with no ornament.

The Special Edition Futura with the 2.3-litre engine only includes a vinyl half-roof, wide bodyside moldings, wire wheel covers, Deluxe Bumper Group and flip-up open-air roof with the sticker price \$238 less (50%) than if the items had been ordered individually.

Fingertip speed control, tilt steering wheel, flip-up open-air roof, power windows and door locks, and six radio or radio-tape player combinations are among the many other Futura options. □

Ghia Luxury Group interior



Fiesta

Sprightly little car



Fiesta with Ghia Group option

FIESTA is a sprightly little car. This German-built import, Ford Division's fuel-economy leader, gives small-car maneuverability in a fun-to-drive package with a surprising amount of interior room.

With its 1.6-litre Kent overhead-valve engine, Weber 2V carburetor and fully synchronized, floor-mounted four-speed manual transmission, Fiesta has a 1979 EPA-estimated 28 mpg and a highway estimate of 39 mpg. (See * page 22.)

It's a responsive little package, thanks to a combination of front-wheel drive, MacPherson-type strut front suspension and rack-and-pinion steering.

Fiesta's transverse-mounted engine and front-wheel drive put weight over the drive wheels for good traction. This arrangement also eliminates the drive-shaft, providing a flatter floor and room for four adult passengers.

Fiesta comes as a three-door hatchback in four trim levels: Standard, Decor, Sport and Ghia. All Fiestas come with a fold-down rear seat which increases cargo capacity to 29 cubic feet.

New options for 1979 are a heavy-duty cooling package now required with optional air conditioning and a package tray that conceals the storage area behind the rear seat when the rear seat is upright. Major options include flip-up open-air roof with glass and metal panels, tinted glass, rear-window wiper/washer and power front disc brakes.

The 1979 Fiesta has three new color choices — a revised Orange plus an all-new Green and Light Beige.

Red is now available as an interior color, and, for the first time, a color-coordinated cloth seat trim is available with the standard Fiesta.

One of Fiesta's best selling points is excellent serviceability. The clutch and brakes are self-adjusting and the steering system, suspension ball joints and front-wheel bearings do not require scheduled maintenance. Owners may obtain service from the more than 5,200 Ford dealerships selling Fiestas in this country — more than any other imported car provides.

With all this to offer, it's no wonder Fiesta scored high with readers of two major magazines. In a poll of more than 10,000 *Car and Driver* readers, Ford Fiesta was picked as the most significant new imported car for 1978. In addition, more than 94 per cent of the Fiesta owners surveyed by *Popular Mechanics* said they would buy Fiesta again. □

Fiesta with dealer-installed tape



Granada

An American classic



Granada Ghia Four-Door Sedan in Tu-Tone paint, Black over Silver Metallic

IT'S NOT SURPRISING more than a million Granadas have been sold since its introduction: Granada is a mid-size car with elegant style and clean, functional lines which have made it an American classic.

Two distinctive models — Ghia and ESS — make the base five-passenger Granada two- and four-door sedans look like cars costing hundreds, and even thousands, more.

Granada Ghia is a case in point. Interior appointments are flight-bench seats with seat-back map pockets, vinyl door trim with woodtone appliqué sills and carpeted lower panels, 18-ounce cut-pile carpeting, deluxe sound insulation package, deluxe steering wheel and many other features. Ghia's exterior is distinguished by color-keyed wide bodyside moldings, back panel appliqué, color-keyed wheel covers and special bodyside, hood and decklid paint stripes.

Once again, Granada ESS offers accoutrements normally found in high-priced European cars, including black window frames, windshield wipers and bodyside moldings. Hood and decklid stripes, color-keyed dual mirrors and wheel covers, and Deluxe Bumper Group are other parts of the ESS scheme. Inside components include bucket seats with European-style head restraints, all-vinyl trim and seatback map pockets; deluxe sound insulation package and leather-wrapped steering wheel.

Another attractive styling option is the new Tu-Tone paint-and-tape treatment for Granada and Ghia models, available in six color combinations.

The standard Granada features a comfortable, well-appointed interior highlighted by a flight-bench seat with fold-down center armrest, color-keyed cut-pile carpeting and burl woodtone appliqué on the instrument panel.

Granada's standard power team combines a 4.1-litre (250-CID) 1V six-cylinder engine with a new four-speed overdrive manual transmission which has an EPA estimate of 18 mpg and a highway estimate of 25 mpg. (See * page 22.)

Special Editions of Granada two-and-four-door sedans, equipped with the 4.1-litre engine only, include a vinyl roof, wire wheel covers, Deluxe Bumper Group and color-keyed dual sport mirrors, wide bodyside moldings and paint stripes, all for \$220 (50%) off the sticker price than if the items had been ordered individually. □

Granada ESS Two-Door Sedan



Thunderbird

Stunning design, excellent comfort



Thunderbird T-Top with Tu-Tone Pastel Chamois with Light Chamois and Chamois vinyl roof

THUNDERBIRD — one of the world's most desired personal luxury cars since its debut in 1954 — retains its winning combination of stunning design and excellent comfort in 1979.

For those who want the ultimate in Thunderbird luxury, there's the new Heritage model. Four more exterior colors (Polar White, Red Glow, Pastel Chamois, Midnight Blue Metallic), several Tu-Tone combinations and a white vinyl roof are new for Heritage this spring.

Heritage is loaded with many custom touches exclusive to this model, including a formal padded vinyl roof, 22K gold-finish nameplate above the glove compartment; door plaques with customer's initials; hand-stitched, leather-covered instrument panel pad; unique interior trim; 36-ounce cut-pile carpeting; leather-wrapped luxury steering wheel, and color-keyed grille, bumper guards, rub strips, vinyl insert wide bodyside moldings and cast-aluminum wheels. Even the trunk has color-keyed carpeting and a molded decklid liner.

Another luxurious Thunderbird, the Town Landau, is distinguished by its brushed-aluminum roof wrapover appliqué, color-keyed hood ornament, cast-aluminum wheels with accent paint, unique striping and vinyl-insert wide bodyside moldings. Among the many standard interior features are six-way power driver's seat, power windows and door locks, AM/FM stereo search radio and Interior Luxury Group.

A more youthful Thunderbird can be yours with the Sports Decor Group, now offered in seven color schemes, including the new Burnt Orange Glow. Your

color choice is set off with these Chamois accents: vinyl roof, decklid straps, paint stripes, bodyside moldings and styled road wheels.

Even the standard Thunderbird is full of luxury, including this impressive list of standard equipment: 5.0-litre (302-CID) 2V eight-cylinder engine, power steering, SelectShift automatic transmission, power front disc brakes, steel-belted radial-ply tires, special handling suspension with front and rear stabilizer bars, AM radio (may be deleted for credit), electric clock, flight-bench front seat with large fold-down armrest and woven cloth seat trim.

Thunderbird has over 60 options and optional groups from which to choose. Thunderbirds with the 5.0-litre engine have an EPA mpg estimate of 14 and a highway estimate of 20 mpg. (See * page 22.) □

Thunderbird with Exterior Decor Group



LTD II

Size, style, value.



LTD II Brougham Four-Door Pillared Hardtop

THE 1979 FORD LTD II is an alluring alternative for the person who wants size plus value.

The two-door, 114-inch wheelbase versions of the LTD II and LTD II Brougham models have styling with particular appeal for sporty car admirers. Four-door models have an 118-inch wheelbase with still more room for rear-seat passengers and family-car buyers.

A number of refinements have been made to the 1979 LTD II, including a redesigned front bumper spoiler, lighter weight front energy absorbers, corrosion-resistant plastic battery tray and new electronic voltage regulator.

Seven new exterior and two new interior colors, plus new vinyl roof choices, add to LTD II's appearance selections for 1979. Inside, there's new fabric for LTD II Brougham's standard split-bench seats.

New items which bring the option list to more than 60 include a 27.5-gallon fuel tank for extended travel with fewer fuel stops than with the standard tank and an AM/FM stereo radio with a cassette-tape player that complements the seven other radio choices.

Two favorite option groups — the Sports Touring Package and the Sports Appearance Package — make the two-door LTD II even more youthful. Both optional groups include Magnum 500 styled steel wheels with trim rings, HR 78 x 14 raised white letter tires and a stylish grille badge. The Sports Touring Package features a distinctive Tu-Tone paint-and-tape treatment while the racier Sports Appearance Package includes bold, youth-oriented tri-color tape stripes.



Sports Appearance Package

Standard on LTD IIs are SelectShift automatic transmission, power front disc brakes, power steering, bench seat with fold-down center armrest, knit cloth-and-vinyl seat trim, color-keyed instrument panel with woodtone appliqué, five-pod instrument cluster and 5.0-litre (302-CID) V-8 engine with an EPA-estimated mpg of [14] and a highway estimate of 20 mpg for two-door models. (See * page 22.)

The top-of-the-line LTD II Brougham has a host of additional standard features, including individually adjustable split-bench seats with dual fold-down center armrests and manual passenger recliner, deluxe door trim panels with carpeting on the lower portions, 18-ounce cut-pile carpeting, dual-note horn, special sound insulation, dual accent paint stripes, deluxe wheel covers, self-regulating electric illuminated clock, deluxe steering wheel and color-keyed vinyl insert wide body-side moldings with integral partial wheelip moldings. □

Wagons

Ford LTD, Pinto, Fairmont, Club Wagon



LTD Country Squire

IF YOU HAVE a large family, love the outdoors or need a double-duty work-and-play vehicle, Ford the Wagonmaster can fix you up in style.

Its station wagons range in size from the small workhorse Pinto wagons to the mid-size but roomy Fairmont wagons and the flagship LTD Wagon and LTD Country Squire. If you need to carry up to 15 people, Ford offers the Club Wagons.

Like the other Ford LTD models, the full-size station wagons have been totally redesigned for 1979. Yet they retain the many features that have made them so popular, including the 3-way Magic Doorgate which originated at Ford. An exclusive for Ford LTD wagons, the optional dual-facing rear seats with removable seat cushions, which boost capacity from six to eight people, are wider than last year, have improved legroom, and boast new-for-1979 features such as rear bumper step pad, cargo lamp and footwell carpeting.

Even with all seats in use, there's storage space between the second and third seats. There's more cargo space with the rear seat folded down (91.7 cubic feet), with room for a standard-sized 4x8 sheet of plywood flat between the wheel wells.

Its trademark is handsome woodtone vinyl bodyside paneling, but the LTD Country Squire also is distinguished from the painted steelside LTD wagon by its LTD Landau-style front end. Also standard are electric clock, rear door and tailgate courtesy light switches, deluxe sound insulation package, and more.

An innovative new option is the deluxe luggage rack

with velocity-sensitive air deflector which, at low speeds, helps clear rear windows of dust and snow, and at high speeds automatically changes its position in the air stream to minimize air drag.

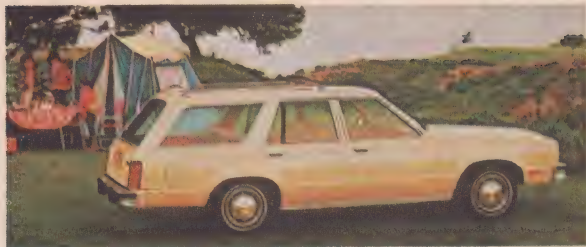
The five-passenger, four-door Fairmont wagons have a lot going for them — plenty of room, convenience and comfort, but also low prices.

The quick, one-hand release makes it easy to fold down the second seat, which opens up 79.1 cubic feet of cargo space, about 84 per cent of full-size wagon capacity. Also standard are "liftgate open" warning light, cargo-area light, color-keyed carpeting in the cargo area and steel-belted radial-ply tires.

The Fairmont Squire at the top-of-the-line features woodtone vinyl bodyside and liftgate, woodtone rail surround, deluxe wheel covers, left-hand outside mirror, hood ornament, "Squire" script, Interior Accent Group, and bright window frames and belt moldings.

The optional lockable storage box provides a convenient, concealed space to stow valuables such as camera and gadget bag out of view when traveling. Another option, the rear window washer/wiper, clears the liftgate window of dust, dirt, rain or snow.

For 1979, the Pinto station wagon lineup includes the standard station wagon plus Pinto Pony Wagon, the lowest-priced station wagon in America; Pinto Squire, and Pinto Wagon with new Cruising and Rallye packages. The wagons hold four adults, plus 31.3 cubic feet of cargo with the rear seat up, or two adults and 57.2 cubic feet of cargo with the rear seat down.



Fairmont Wagon with Exterior Accent Group

All Pinto wagons, including Pony, come with a 2.3-litre engine with four-speed manual floor-mounted transmission, rack-and-pinion steering, full wheel covers, cut-pile carpeting, front bucket seats and split-cushion "bucket look" back seats.

Pinto's newest optional package, the Pinto Rallye Pack, transforms the wagon via black luggage rack, grille and other trim; dual sport mirrors; front and rear spoilers; white-painted styled steel wheels with trim rings; quarter-panel porthole; "Rallye" bodyside tape, and narrow tri-color border tape for black paint treatment. Everything in the Sports Package is included: sport steering wheel and instrumentation, upgraded suspension and optional axle ratio with the 2.3-litre engine.

Pinto Cruising Wagon gets a fresh look for this year with a new multi-color paint-and-tape treatment on the bodyside quarter panel and deck lid. This version also is equipped with full sport instrumentation, upgraded

suspension, inner and outer quarter filler panels, porthole on the quarter panel, black liftgate louvers, carpeting on load floor and inner quarter walls, and white-painted styled steel wheels with trim rings.

Pinto Squire features woodtone vinyl bodyside and liftgate paneling, plus many other extras, including low-back bucket seats with deluxe trim, sound insulation package and instrument panel woodtone appliques.

The 1979 Club Wagons feature a new front-end appearance with standard rectangular headlamps, a new, luxurious Captain's Club Wagon, and many other new options and features.

The Captain's Club Wagon includes:

- Quad Captain's Chairs that recline and swivel
- Three-passenger rear seat that makes into a wide bed (on long wheelbase models only)

Pinto Pony Wagon





Custom Club Wagon

- Snack/game table with four recessed beverage holders
- Full-length 35-ounce carpeting
- Deluxe headliner with dual-beam dome/map lights
- Privacy glass
- Deluxe Accent Combination Tu-Tone paint plus body-side accent tape stripe

(Most of these options are available individually.)

Other Club Wagon trim levels are the Standard, Custom and Chateau, each with increasing amounts of luxury, convenience and comfort features. The optional trim levels also are available on short wheelbase models.

The Super Wagon comes with 20 more inches of inside length over the regular 138-inch wheelbase Club

Wagon for extra seating or for gear. Seating packages are available for up to 15 passengers.

Other new Club Wagon options include sport wheel covers, premium sound system, power door locks, 5.0-litre (302-CID) V-8 engine and Cruising Van-theme tape stripe. Other options include four Tu-Tone paint-and-tape combinations, high-capacity air conditioning and heating packages, trailer-towing (up to 8,000 pounds) and handling packages, fingertip speed control, tilt steering wheel, auxiliary fuel tank, privacy glass, and four engine and three transmission choices. □

Spruce Up Your Car for Spring



Your Ford dealer carries a full line of products to help you keep your car looking its best — inside and out — regardless of the season. The products range from touch-up paints for nicks and scratches to spot remover for interior fabrics. □

Here's Why '79 Belongs to Ford



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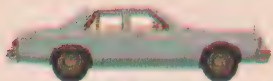
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Thunderbird
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LTD Landau
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Thunderbird
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Whistling Bob Is a Gentleman

by George X. Sand

illustrations by Richard A. Young

FOR 30 YEARS I've been startled, deceived, and pleased by the antics of a small brown game bird that cheerfully whistles its own name — *bobwhite* — although it is often called less respectable names by shooters. Bob is hunted more than any other American bird and has an uncanny ability to unnerve pursuers and cause them to miss.

Never does Bob degrade himself, however, by replying to hunters' outraged cries. He is, as Robert Ruark aptly put it, a gentleman's gentleman.

Bob is quite small, as game birds go, seldom weighing more than seven ounces. (In China, in winter, the common quail is often carried about in cupped hands to keep the fingers warm.) Bobwhite comes on big, however, where ancestry and unusual behavior are concerned.

Although he is a strong flyer, this plump little fellow would rather run. At night, Bob persists in climbing into bed with as many of his own kind as possible, both male and female. The roosting birds huddle together in a tight circle on the ground, with tails touching and heads facing outward.

A quail, male or female, can put on quite an act. It was the deceptive performance of a hen that introduced me and my wife to an intriguing cock bird that in time we came to affectionately call Whistling Bob. That spring Lou and I had been inspecting 35 acres of Florida oak and pine land that we'd managed to save from determined developers. We intended to build a home deep inside this beautifully tangled

wilderness, and were selecting the best location when we observed a female bobwhite. She fluttered from our path, dragging one wing across the forest floor.

"The poor thing — she's been hurt," Lou exclaimed.

"Or she's leading us away from her nest," I guessed.

That was it. In the nest, little more than a grassy depression in the earth, we found 14 small white eggs. From that day on we kept watch (through binoculars, while supervising the construction of our home) as this hen and her husband squatted on our property.

The male flew to the nest site often. Whistling Bob would perch nearby with sturdy legs spread. Throwing his small head with its bold white stripe (whiter than his mate's) far back, with dark bill partly open, he would proudly sing his repetitious, two-syllable whistle.

A marauder strikes

We waited expectantly for the eggs to hatch.

First, however, disaster would strike. One morning we saw the agitated male flying in tight circles above the nest, diving sharply now and then at some unseen object below. Whistling Bob flew off reluctantly as we approached. Scattered feathers and a searing odor told the grim story. A stalking skunk had killed Bob's mate. The marauder had also eaten five of the eggs.

"That beast will return and finish the job!" Lou said angrily. "You've

got to kill it.”

I've learned it's not wise to tamper with the ways of nature. But my wife was pretty upset. An hour later I seated myself on a folding chair, 50 yards from the next site, with a telescoped .22 rifle. Not much daylight remained.

Meanwhile, Bob, no longer whistling, fluttered restlessly from branch to branch in a scrub oak that grew above the nest. Through the rifle scope I saw him cock his head several times in my direction. Then, unexpectedly, he glided down and landed lightly in a small sandy clearing near the destroyed nest. He bent and picked up a piece of scattered grass in his bill. He carried this to the nest. Then he brought another piece. And still another.

Then Whistling Bob lowered himself carefully atop the remaining clutch of eggs. Since his hen no longer lived, he would hatch out their little ones himself. I wish I could tell you that the skunk returned before night-

fall, to be dispatched. It did not.

Next morning, when it was still so dark we could barely see, Lou had me lead the way back to the murder scene. To our relief, Bob still sat in the nest. “If you'll stay here, I'll return with some breakfast,” Lou suggested quickly.

It was late afternoon before I saw the grass move slightly behind the motionless bobwhite. A small, glossy black head poked cautiously into view. Snapping eyes stared hotly at the skunk's body crouched, ready to leap upon the unsuspecting bird.

As I fired, Bob jumped up and flew off. “It's all right,” I called after him. “Everything is all right, now.”

Bob didn't invite us to the hatching ceremony. He'd obviously done a good job, though. We found nine neatly opened shells — all that had survived the skunk's attack.



We got our first glimpse of Bob's progeny three weeks later. That many tiny quail zipped up unexpectedly from the grass, then buzzed off for short distances in all directions. "Well!" Lou said, watching them proudly. "They can't make much wing noise yet. But they sure act like quail!"

Bob proved to be a good father. Often we would see him fly past with a grasshopper, or some other tidbit, in his beak for his children. Several times we heard him talking to them in subdued tones. Each night, we felt sure, he provided the brood the warmth and protection of his own body.

Bob returned in the spring

Another spring came. Lou and I were seated at breakfast one morning when we saw a male quail fly up to stand atop a new fence post in our yard. As this chesty rooster threw back his head to whistle, there could be no mistaking his identity.

"It's Bob," Lou said happily. "I'll give him some bird seed."

Our old friend looked fine. He wore a jacket of rich chestnut brown, a mottled buff vest bordered with long bars of bright rust color and a cap of reddish-brown head feathers.

Nearly every day since then Whistling Bob has reserved for himself at breakfast time that fence post outside our window. He hops up onto this throne and keeps a wary eye peeled for hawks and other dangers while the members of his covey busy

themselves like chickens, scratching and feeding upon the seed below. Should another of the several quail coveys on our property show up at this time, Bob will promptly run the new birds off. They can eat later.

Sometimes Bob encounters opposition from these late arrivals. It is then he gets tough. He lowers his head menacingly. With feathers fluffed out to emphasize his anger, Bob chases away each of the newcomers in turn, running after them with a rapid, snipe-like stride. Should one of the interloping birds refuse to recognize his supremacy and leave, Bob quickly pecks the protesting one into submission.

When he succumbs to the love moon, Bob roams throughout our mini-ranch, singing his mating call to any impressionable female within the long range of his sharp whistle. He makes it clear to other, lesser, male birds that he is king of the roost. Should he find a queen willing to share his domain, Bob goes bananas and immediately loses his usual dignity.

Bowing and scraping, perhaps dragging his wing tips, our old friend starts to hop and prance about the watching female in a manner that should make a younger cock blush with envy. With tail feathers tipped upward, this pint-sized peacock-for-the-moment proceeds to shower his lady with such flattering attention she can soon no longer resist him. Once she accepts him, they become inseparable. □



Favorite Recipes

FROM FAMOUS RESTAURANTS

by Nancy Kennedy



illustration by Fred Browning

ROBERT'S OF CHARLESTON CHARLESTON, SOUTH CAROLINA

This unusual restaurant features fine foods and music: opera arias and pop medleys sung by the owner-chef, Robert Dickson. When the 28 guests (by reservation only) are seated at 8 p.m., no more are admitted and the dinner proceeds through quiche, salad, seafood, Chateaubriand, dessert and coffee with appropriate wines. Between courses the rich baritone of Robert fills this small restaurant. Open for dinner only, Tuesday through Saturday, it is closed Easter, Thanksgiving and Christmas weeks, and in August. The fixed price of \$30

includes wine and service. The address is 42 North Market Street close to I-26 and U.S. Highway 17.

Spinach Quiche

Sauté 1 medium chopped onion in $\frac{1}{4}$ cup olive oil until soft. Squeeze all liquid from 10-ounce package thawed frozen chopped spinach. Add to pan with 2 chopped garlic cloves and 2 tablespoons chopped shallots. Cook on medium heat 15 minutes. Season with grated nutmeg, salt and pepper. Cool. Lightly beat 5 eggs with $1\frac{1}{2}$ cups heavy cream. Add $\frac{1}{2}$ pound grated Swiss Emmenthaler cheese, then stir in spinach mixture. Season to taste. Spoon into 10- or 11-inch unbaked pie shell. Bake at 375° 30 to 35 minutes, until puffed and firm to touch. Let rest before cutting. Makes 8 servings.

DON ROTH'S BLACKHAWK RESTAURANT CHICAGO, ILLINOIS

A downtown landmark since 1920 when it was founded by the owner's father, this restaurant is famous for roast beef, hearth-broiled steaks and the spinning salad bowl. It is also nostalgically known as the home of many big bands that broadcast music to the nation. Located at 139 North Wabash Avenue near the Loop, it is popular for lunch and dinner. Reservations suggested.

Spinning Salad Bowl

- 3 ounces cream cheese, softened
- 3 ounces blue cheese, crumbled
- 5 to 6 tablespoons water
- 1 egg
- $4\frac{1}{2}$ teaspoons lemon juice
- 1 cup vegetable oil
- $\frac{1}{4}$ cup red wine vinegar

- $\frac{1}{4}$ teaspoon prepared mustard
 - $\frac{3}{4}$ teaspoon paprika
 - $\frac{3}{4}$ teaspoon salt
 - $\frac{1}{4}$ teaspoon garlic powder
 - $\frac{1}{2}$ teaspoon white pepper
 - 1 tablespoon sugar
 - 2 tablespoons snipped chives
 - 2 tablespoons salad-sandwich sauce (Durkee)
 - $1\frac{1}{2}$ teaspoons Worcestershire sauce
- Salad greens, hard-cooked egg, seasoned salt, pepper, 8 anchovy fillets

Beat cheeses until smooth. Gradually beat in water until of pouring consistency. Set aside. Place egg, lemon juice, $\frac{1}{4}$ cup oil in blender. Blend at medium 15 seconds. Increase speed. Slowly add remaining oil. Add vinegar, mustard, seasonings, sugar, chives and sauces. Blend until smooth. In salad bowl mix greens (4 parts lettuce, 2 parts romaine, 1 part endive). Pour in enough dressing to coat greens. Sprinkle with salt, pepper and chopped egg. Toss gently 3 times. Garnish with anchovies. Serves 4 to 6. Tip: Remaining dressing may be refrigerated and stored up to 2 weeks.

illustration by William Boisvenue

Ford Times — April 1979 55



illustration by Max Altekruze

HOTEL MAYFLOWER AND MOTOR INN PLYMOUTH, MICHIGAN

"Good food and hospitality" is the way Ralph G. Lorenz, owner of this 50-year-old inn, describes his dining rooms. In line with the Early American atmosphere, most of the foods stem from historical backgrounds. The Mayflower Room is open for breakfast, lunch and dinner year round. The London Pub has lunch, cocktails and nightly entertainment, and the SteakHouse Galley steaks and scrod. Overnight accommodations. Reservations necessary. Address is 827 West Ann Arbor Trail.

Mayflower Indian Pudding

3 cups milk

- $\frac{1}{3}$ cup molasses
- $\frac{1}{3}$ cup yellow cornmeal
- 2 tablespoons butter
- 1 egg, beaten
- $\frac{1}{4}$ cup sugar
- $\frac{1}{2}$ teaspoon ground ginger
- $\frac{1}{2}$ teaspoon ground cinnamon
- $\frac{1}{4}$ teaspoon salt

Mix milk, molasses and cornmeal. Stir over medium heat until thick, about 10 minutes. Remove from heat, add butter. Mix egg, sugar, spices and salt. Slowly stir in cornmeal mixture. Turn into buttered 6-cup dish. Bake at 300° about 1½ hours. Serve hot with ice cream.

Spiced Carrots: Scrape and cut 2 pounds carrots in chunks or strips. Cook in salted water until just tender, drain. Heat 1 quart vinegar, ½ cup mixed pickling spices, 1 cup sugar, 1 teaspoon Maggi. Pour over carrots, let stand overnight. Good with lamb or veal.

HOLIDAY INN de LAS CRUCES LAS CRUCES, NEW MEXICO

Here you step back into territorial New Mexico atmosphere. The owner-manager, C. W. Ritter, has made history come alive with antiques and art forms. The inn has lavish greenery, indoor swimming pools and tiled promenades. Open for breakfast, lunch and dinner year-round; reservations are suggested for dinner. It's at 201 East University Avenue, close to Interstate 10 and 25.

Cream of Green Chile Soup

- $\frac{1}{4}$ pound fresh long green mild chiles
- 2 medium bell peppers
- $\frac{1}{4}$ pound fresh spinach
- 6 tablespoons butter, divided
- $\frac{1}{4}$ cup chopped onion
- $\frac{1}{2}$ small garlic clove, minced

- 16 oysters (canned, frozen or fresh)
- 2 cups hot water
- 6 tablespoons flour
- 6 cups half-and-half cream
- Salt and white pepper to taste
- $\frac{1}{4}$ teaspoon MSG

Stem, seed and cut chiles and green peppers into pieces. Wash and tear spinach into pieces. Heat 2 tablespoons butter in saucepan. Add peppers and spinach, onion, garlic and oysters. Sauté about 10 minutes. Stir to coat well with butter and cook gently until just tender. Remove from heat and turn into blender. Add water and spin until smooth. Rub through a sieve while returning to saucepan. Set sieve with pulp aside. Heat remaining butter in another saucepan. Blend in flour to a paste. Slowly stir in cream and cook and stir over medium heat 20 minutes. Pour cream sauce through sieve into blended chile mixture. Season with salt, pepper and MSG. Cook gently 30 minutes without boiling. Garnish with chopped green chiles. Serves 8, hot or cold. May be frozen.

illustration by Bruce Bond



The Three Faces of Dauphin Island

by Wyatt Blassingame

illustrations by Walter Brightwell

DAUPHIN ISLAND lies some 30 miles south of Mobile, Alabama, just outside the junction of Mobile Bay and Mississippi Sound. Maps show it as a single island some 14 miles long. Geographically this is correct. Visually, however, the island is divided into three totally different parts held together by an amazingly wide, gently twisting beach that stretches the length of the island.

Near its eastern end this huge beach is backed by sand dunes. White as piled sugar, they tower 30 to 40 feet high. From inland they block all view of the Gulf of Mexico. They also block out any salt spray that might kill vegetation, and behind the dunes the island is heavily wooded with tall pines, cedars and moss-hung oaks.

The sand dunes extend for about two miles from the eastern end and then stop. Suddenly. Completely. From this point on, the entire width of the island — perhaps a quarter to a half mile — is easily visible at any one spot. There are no trees. There is only the beach, a tangle of sea oats and wire grass, then water again.

This narrow, flat, treeless arm of land runs on for 10 to 11 miles. But it is divided — this time by man and not by nature — into two distinct sections. The eastern part has a road down the

middle. Here beach houses sit on piling, high above the ground. There are two motels, an ice cream and a pizza parlor, and the “depot” for a tractor-pulled train. On weekends this train carries visitors for an hour-long tour of the island.

The road ends, abruptly, about the geographic middle of the island. Beyond this point there are neither trees nor houses. The great beach twists on and on to the west, out of sight.

Island's history is diverse

The history of Dauphin Island is as mixed as the place itself.

Artifacts indicate the early settlers may have been Mayan, from Yucatan. Only one thing, however, is certain: They ate an awful lot of oysters. Departing, they left behind a snake-shaped mound of shells at least 60 feet high. It's still here, behind the dunes near the eastern end of the island. On





top of it grow cedar trees and oaks so huge the oyster-eaters themselves must have sat beneath them.

The first white men came in 1699 under the command of Le Moyne d'Iberville. D'Iberville had dreams of joining the gulf coast with Canada in one vast French empire. He made the island his port of entry and as such it needed an imposing name. So it became *Isle Dauphine*.

For a brief while this *Isle Dauphine* was the heart of a territory that ran from the Appalachians as far west as the imagination could reach. It was here that King Louis XIV sent the good ship *Pelican* carrying 24 young *filles du Roi*. Some historians have insisted they were also *filles du joie*. Anyway, their job was to keep His

Majesty's lonely explorers happy, and perhaps they did. But a few years later Le Moyne de Bienville, Iberville's brother, moved the French headquarters to New Orleans. The *Isle Dauphine* drifted out of history's sight.

In 1851, Jefferson Davis, at that time U.S. Secretary of War, ordered a fort built at the eastern tip of the island to protect Mobile. A decade later the Confederates quietly took it over. Then Admiral Farragut declared, "Damn the torpedoes!" and recaptured it. After that it lay neglected until, for some now inexplicable reason, it was rejuvenated during World War I, then abandoned again.

Now the fort is a museum and from the top of its battlements there is an absolutely superb view of beach,

fishermen and beyond them a whole clutter of power boats, sail boats and shrimpers that come and go across the blue-green water.

After World War I, with the fort once more abandoned, Dauphin Island was largely forgotten. Probably its most fascinating feature at the time was a large number of wild goats. These had a habit of sleeping in the oak trees behind the sand dunes, probably to avoid night-feeding alligators. As surefooted as their mountain relatives, these oak-goats leaped from limb to limb.

There were also the birds, though

at this time few persons saw them. Dauphin Island lies across one of the major flyways for migratory birds. It is the first available land north of Yucatan, and here every spring weary birds come to rest literally by the thousands. Dr. Olin Pettingill, a former director of the laboratory of ornithology at Cornell, said that in world-wide travels he had seen nothing to equal the birding at Dauphin Island. He said this upon seeing 15 painted buntings resting beside the road.

Another ornithologist, looking at a cedar tree filled with scarlet tanagers, indigo buntings and rose-breasted



grosbeaks, remarked that it looked like a Christmas tree with living ornaments.

A large part of the wooded section has now been made an Audubon preserve. Here each spring professional birders use spider-web-like nets to trap and band the migrants.

The birds did not need a bridge to reach Dauphin Island, but human beings, if they were to come in any numbers, did. In the early 1950s some moving spirits of the Mobile Area Chamber of Commerce decided to take action. Nearly all the eastern half of the island was then owned by a single concern. A deal was made. The chamber raised money to have this section surveyed and lots platted. It was announced that beginning at 8 a.m. on a certain date these lots — which, of course, the chamber did not yet own — would be sold by the chamber on a first-come, first-served basis. If successful, part of the money would be used to pay off the original owners of the land; the rest would go toward a bridge.

The sale was a huge success. In fact, checks were still being cashed when the chamber realized it had sold more lots than it had platted. The surveyor was put back to work and the problem taken care of.

In 1953 a bridge to the mainland, four miles long, was opened to traffic.

And Dauphin Island failed to boom as expected.

In the long run, this may have been just as well. The island — that is, the eastern half purchased by the cham-

ber — has developed slowly but steadily. Today a visitor driving to the island will find a number of both charter and private boats tied along the causeway. Where the causeway joins the island there are shrimp boats, a few small bars, stores and real estate offices. Most of the substantial, year-round houses have been built along the wooded bay shore near the eastern end. Well back of these, near the sand dunes, there is a large picnic ground. Also near the eastern end of the island there is a small U.S. Coast Guard station, an excellent public camp ground, marine laboratories and, of course, the ancient Fort Gaines.

Homes Are Mostly Summer Places

If the visitor turns west on reaching the island — there's only the one main road — he finds a public beach, a fishing pier and motels. The private homes here are mostly summer places, all of them high on piling. Beyond the houses and the road's end there is the beach, twisting wide and empty, out of sight to the west.

From the west, Dauphin Island can be reached by taking the Grand Bay exit from I-10 and then following State Highways 188 and 163 to the island. Travelers from Mobile can leave I-10 at U.S. 90 and then take the Bellin-grath Road. Each way has something to offer: On 188 are Bayou La Batre and Coden, both picturesque fishing villages. On the other route are the Bellingrath Gardens, especially beautiful in the early spring when the camellias and azaleas are blooming. □



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Setting the Record Straight for the Musky Champion

In Steve Brody's story, "Wisconsin's North Woods" (November 1978), he reported that I had caught 67 muskies from Big Arbor Vitae Lake in the past

15 years. That's a false statement. I caught 67 in *one year* and, in fact, have caught more than 1,000 legal muskies from that lake in 25 years — all by bait casting.

I am not a "fish hog." I release most of the muskies I catch — occasionally keeping one for mounting. As a matter of fact, one of the latter is on display in a glass case at the new Milwaukee Museum.

Edward H. Grisa
Milwaukee, Wisconsin

Picks up the Pieces

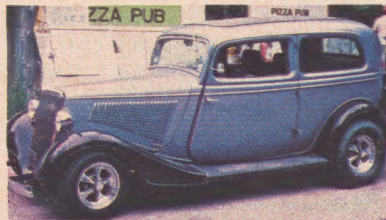
Enclosed is a picture of the "pickup truck" I built from a 1978 Ford E-150 Van that had been totaled in an accident. I completed the work in 100 hours. The pickup's features include a padded vinyl top, landau bars, opera lights, a side-mounted spare tire and pin stripes.

Daniel Knaack
Neenah, Wisconsin



Bountiful Harvest

We saw this 1934 Ford parked in Montana's Glacier National Park. The Iowa owner said he had discov-



ered it sitting in a cornfield — with a tree growing straight out of its roof. After buying the car from the farmer, he worked on the body and engine himself and now takes long vacations in it. Pulling a fold-down camper (which weighs 1,020 pounds empty), he still gets good mileage, in spite of the car's new automatic transmission.

Diane T. Smith
Tiburon, California



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